

**Table 7-3: Comparison of Fares Charged to Fare Recovery Ratios<sup>43</sup>**

| City          | Fare Charged    | Fare Recovery Ratio |
|---------------|-----------------|---------------------|
| Dallas        | \$0.50          | 10%                 |
| Los Angeles   | \$0.25          | 12%                 |
| Miami Beach   | \$0.25          | 5%                  |
| Milwaukee     | \$0.50          | 15%                 |
| Oklahoma City | \$0.25 - \$0.50 | 4% - 24%            |

### State Funds

Miami Beach is the only city that receives state funding to cover their downtown circulator operating cost. The Florida Department of Transportation covers 20% of the operating cost for the Electrowave service.

### Local Funds

Five of the cities (*Chattanooga, Los Angeles, Miami Beach, Oklahoma City, Orlando*) use local funds to cover at least a portion of their downtown circulator operating cost. The three agencies that do not receive general transit agency funding for operating their services (*Chattanooga, Miami Beach, and Orlando*) cover a significant portion of the operating cost with parking revenue, downtown property owner tax revenue, impact fees for developers, or city funds. Miami Beach has levied an impact fee on developers, which covers 15% of their operating cost. In Los Angeles, most of the DASH routes are operated with Proposition A funding, although three of the routes (Routes A, B, and E) also receive regional transit funding because they are the result of the LADOT taking over the Southern California Rapid Transit District's Minibus route.

### Private Partnerships/Sponsorships

Three of the cities have developed partnerships with private organizations to help in funding their downtown circulator systems. In Dallas, the McKinney Avenue Transit Authority, which is partially funded by the Downtown Business Improvement District (DBID), covers 40% of the operating cost for the M-Line Shuttle. The Milwaukee Transit Authority has formed partnerships with the DBID and a local casino to help fund their trolley service - each of these organizations provide approximately 2% of the total operating cost for the service. In Oklahoma City, the green route (which is largely tourist oriented) has 26% of its operating cost covered by private sources, including local museums and the Convention & Visitors Bureau.

## 7.2 Conclusions for the Downtown Circulator

The examination of funding sources used by other cities highlights a few observations that might be useful in the implementation of a Downtown Circulator for Washington D.C. For vehicle purchase, many of the example systems leveraged federal funding when acquiring their vehicles. The FTA can cover up to 80% of the purchase cost of vehicles. Some cities found that obtaining the remaining 20% could be a challenge. Additionally, some of the agencies had to be creative in finding funding for their vehicles. The Miami Beach TMA had at least five funding sources for the Electrowave vehicles, including the Florida EPA and the Clean Cities Coalition. The Florida Power and Light Company donated approximately \$350,000 worth of supporting

<sup>43</sup> Fares shown are for full-fare riders. Some systems charge reduced fares for the elderly and people with disabilities.